

Commercial.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—154 per cent.

The P. & O. S. N. Co.'s steamer *Taiyang*, from Calcutta, left Singapore on the 22nd instant, and is due here on the 28th.The Ocean Steamship Co.'s steamer *Achilles*, from Liverpool, left Singapore on the 24th instant, and is due here on the 28th.The Ocean Steamship Co.'s steamer *Prothius*, from London, left Singapore on the 24th instant, and is due here on the 28th.The 'Glen' Line steamer *Glenkiln*, from London, left Singapore on the 22nd instant, and is expected here on the 28th.The British steamship *Yangtze* reports that she left Shanghai on the 19th instant. Had moderate wind and fine weather to Chelang Point; thence to port had foggy weather and light variable winds.The Chinese steamship *Fushua* reports that she left Shanghai on the 18th instant. Had light variable winds from Shanghai to Breaker Point, and dense fog from Breaker Point to Nine Pins; anchored several hours; arrived here at 7:30 p.m. on the 21st.The Japanese steamship *Kumamoto Maru* reports that she left Kuchinotsu on the 18th instant. Had fresh northerly breeze and moderate sea the first part, and light variable wind with smooth sea and occasional fog the latter part. Passed a French man-of-war off Lamook.The British steamship *Thales* reports that she left Taiwan, Takao, Amoy on the 20th instant, and Swatow on the 21st. From Formosa to Amoy had light south-east winds and smooth sea. From Amoy to Swatow had light variable wind and weather. From Swatow to port had calm and dense fog.The British steamship *Changsha* reports that she left Sydney on the 20th instant; cleared the islands at 12.20. Had fine weather to Brisbane, which was reached at 1.30 on the 21st. Left Brisbane at 2 p.m., and proceeded to Townsville; arrived at Townsville on 3rd instant at 3.10 a.m. At 2 p.m. weighed anchor and to Cooktown, which was reached on the 4th at 11 a.m.; on the 5th at 4 a.m. proceeded to Thursday Island; arrived at Thursday Island at noon on the 7th, voyage resumed on the 8th to Port Darwin, which was arrived on the 11th, and left on the 13th for Hongkong. Had fine weather and smooth sea throughout the voyage.

THE INDIAN MAIL.

The Indo-China S. N. Co.'s steamer *Taiyang*, from Calcutta, left Singapore on the 22nd instant, and is due here on the 28th.The Ocean Steamship Co.'s steamer *Achilles*, from Liverpool, left Singapore on the 24th instant, and is due here on the 28th.The Ocean Steamship Co.'s steamer *Prothius*, from London, left Singapore on the 24th instant, and is due here on the 28th.The 'Glen' Line steamer *Glenkiln*, from London, left Singapore on the 22nd instant, and is expected here on the 28th.The British steamship *Yangtze* reports that she left Shanghai on the 19th instant. Had moderate wind and fine weather to Chelang Point; thence to port had foggy weather and light variable winds.The Chinese steamship *Fushua* reports that she left Shanghai on the 18th instant. Had light variable winds from Shanghai to Breaker Point, and dense fog from Breaker Point to Nine Pins; anchored several hours; arrived here at 7:30 p.m. on the 21st.The Japanese steamship *Kumamoto Maru* reports that she left Kuchinotsu on the 18th instant. Had fresh northerly breeze and moderate sea the first part, and light variable wind with smooth sea and occasional fog the latter part. Passed a French man-of-war off Lamook.The British steamship *Thales* reports that she left Taiwan, Takao, Amoy on the 20th instant, and Swatow on the 21st. From Formosa to Amoy had light south-east winds and smooth sea. From Amoy to Swatow had light variable wind and weather. From Swatow to port had calm and dense fog.The British steamship *Changsha* reports that she left Sydney on the 20th instant; cleared the islands at 12.20. Had fine weather to Brisbane, which was reached at 1.30 on the 21st. Left Brisbane at 2 p.m., and proceeded to Townsville; arrived at Townsville on 3rd instant at 3.10 a.m. At 2 p.m. weighed anchor and to Cooktown, which was reached on the 4th at 11 a.m.; on the 5th at 4 a.m. proceeded to Thursday Island; arrived at Thursday Island at noon on the 7th, voyage resumed on the 8th to Port Darwin, which was arrived on the 11th, and left on the 13th for Hongkong. Had fine weather and smooth sea throughout the voyage.

Shipping.

ACTIV, Danish steamer, 355, Revsbeck, 22nd April, Pakhoi 19th April, and Hoihow 21st, General—Arnhold, Karberg & Co.

FRISIA, British steamer, 2,082, Withycombe, 21st April, London, and Singapore 15th April, General—Russell & Co.

FUSION, Chinese steamer, 1,504, Croad, 21st April, Shanghai 18th April, General—C. M. S. N. Co.

MELITA, German steamer, 339, H. Mörck, 22nd April, Haiphong 20th April, General—Soey Shing.

YANGTZE, British steamer, 814, Tonningsen, 22nd April, Shanghai 19th April, General—Siemssen & Co.

FIDELIO, German steamer, 852, H. Brock, 22nd April, Cheloo 16th April, Beas—Wieler & Co.

INDEPENDENT, German steamer, 871, Haehewinkel, 22nd April, Nagasaki 19th April, Coals—Wieler & Co.

THALES, British steamer, 820, W. Y. Hunter, 22nd April, Taiwan, Takao, Amoy 20th April, and Swatow 21st, General—D. LaPraik & Co.

ZAFIRO, British steamer, 675, R. M. Talbot, 22nd April, Manila 19th April, General—Russell & Co.

CHIANGSHI, British steamer, 1,464, J. E. Williams, 22nd April, Sydney 20th March, Brisbane 31st, Townsville 3rd April, Cooktown 5th, Thursday Island 8th, and Port Darwin 11th, Coals and General—Butterfield & Swire.

CRUSADER, British steamer, 647, Ogston, 22nd April, Saigon 18th April, Rice—Soey Shing.

DANUBE, British steamer, 561, H. W. Phillips, 22nd April, Haiphong 20th April, General—A. R. Marty.

LOMBARDY, British steamer, 1,570, C. F. Preston, 23rd April, Yokohama 14th April, Mail and General—P. & O. S. N. Co.

KUMAMOTO MARU, Japanese steamer, 1,237, J. E. Williams, 22nd April, Kuchinotsu 18th April, Coals—Mitsui Bussan Kaisha.

CHINA, German steamer, 1,003, P. Hays, 22nd April, Saigon 19th April, General—Wieler & Co.

CLEARANCES AT THE HARBOUR OFFICE.

F. B. Lay, French steamer, for Tournon.

Wing-fuk, steam-launch, for Macao.

Dedina, German steamer, for Saigon.

DEPARTURE.

April 21, *Drachenfels*, German steamer, for Saigon.April 22, *Bantam*, Dutch steamer, for Amoy.April 22, *Deucalion*, British steamer, for Singapore, &c.April 22, *Pakshan*, British steamer, for Swatow.April 22, *Sochow*, British steamer, for Hoihow.April 22, *Glenfinlas*, British steamer, for Shanghai.April 22, *Edinburg*, British steamer, for Bangkok.April 22, *Angusta*, German steamer, for Takao.April 22, *Fushua*, Chinese steamer, for Whampoa.April 22, *Yangtze*, British steamer, for Whampoa.April 22, *Teiartou*, German steamer, for Nagasaki.April 22, *Fushiki Maru*, Japanese steamer, for Kuchinotsu.April 23, *Alvine*, German steamer, for Hoihow.April 23, *Guthrie*, British steamer, for Port Darwin, &c.April 23, *Chi-yuen*, Chinese steamer, for Swatow.April 23, *Delina*, German steamer, for Saigon.

ARRIVALS.

Per *Melita*, str., from Haiphong—8 Chinese.Per *Active*, str., from Pakhoi, &c.—54 Chinese.Per *Yangtze*, str., from Shanghai—6 Chinese.Per *Fidelio*, str., from Cheloo—2 Chinese.Per *Thales*, str., from Taiwan, &c.—Mrs. Swainson, Captain F. Ashton, and 160 Chinese.Per *Zafiro*, str., from Manila—Mr. and Mrs. N. Macleod, Mr. Francisco Gomez, and 120 Chinese.Per *Changsha*, str., from Sydney, &c.—Mr. and Mrs. King, Mr. and Mrs. Ramsey, Misses Brown and Bates, Messrs. Hockman, Bell, Stewart, Holdsworth, Lieut. Colons Frez, Burgess, and Downs, and 68 Chinese.Per *Friska*, str., from Singapore, &c.—30 Chinese.Per *Crusader*, str., from Saigon—100 Chinese.Per *Fushua*, str., from Shanghai—Mr. and Mrs. Bush, Captain Inoke, and 139 Chinese.Per *Danube*, str., from Haiphong—3 Europeans (alone), and 32 Chinese.Per *Lombardy*, str., from Yokohama—Mr. Komoi, A. H. Ruhaak, Mow Along, Wm. Geddes, H. Falck, and 2 Chinese. From Kobe.Per *Chi-yuen*, str., for Swatow—353 Chinese.Per *Sochow*, str., for Hoihow—50 Chinese.Per *Pakshan*, str., for Swatow—50 Chinese.

REPORTS.

The British steamship *Crusader* reports that she left Saigon on the 18th instant. Had light variable winds and calm throughout the passage.The Danish steamship *Active* reports that she left Pakhoi on the 19th instant, and Hoihow on the 21st. Had light south-east wind and smooth sea.The British steamship *Danube* reports that she left Haiphong on the 20th instant. Had light easterly wind and hazy weather to Hainan Head; thence to port had light south-east wind and fine weather.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-vessel, 1,400 tons, 3,180 h.p., Hongkong, Commander R. Blair Macdonald.

Audacious, battle-ship (armoured), 2nd-class, 6,010 tons, 4,830 h.p., 18 guns, Captain R. H. Harris, Flag of Commander-in-Chief, Hongkong.

Cockchafer, gunboat, 2nd-class, 460 tons, 470 h.p., 4 guns, Lieut.-Commander H. H. Boteler, Shanghai.

Constance, cruiser, 3rd-class, 2,380 tons, 2,590 h.p., 14 guns, Captain L. C. Keppel, Hongkong.

Cordelia, cruiser, 3rd-class, 2,380 tons, 2,420 h.p., 10 guns, Captain H. H. Boys, Shanghai.

Esk, gunboat, 3rd-class, Coast Defence, 353 tons, 340 h.p., 6 guns, Gunner W. Weeks, Hongkong, in reserve.

Espoir, gunboat, 2nd-class, 465 tons, 470 h.p., 4 guns, Lieut.-Comdr. H. H. Adams, Yangtze.

Firebrand, gunboat, 2nd-class, 455 tons, 460 h.p., 4 guns, Lieut.-Comdr. J. Denison, Manila, re-commissioning.

Heroine, cruiser, 3rd-class, 1,420 tons, 1,130 h.p., 8 guns, Captain Charles J. Balfour, Hongkong.

Leander, cruiser, 2nd-class, 3,750 tons, 5,500 h.p., 10 guns, Captain M. J. Dunlop, Japan.

Linnets, gun-vessel, 2nd-class, 756 tons, 1,050 h.p., 5 guns, Commander W. H. Marrack, Hongkong.

Merlin, gunboat, 2nd-class, 430 tons, 430 h.p., 4 guns, Lieut.-Comdr. H. H. Mathurin, Hongkong.

Mutille, sloop, 1,130 tons, 1,120 h.p., 10 guns, Commander J. H. Martin, Hongkong.

Rambler, surveying-vessel, 830 tons, 690 h.p., 3 guns, Commander W. A. Moore, Hongkong.

Rattler, gunboat, 1st-class, 670 tons, 1,200 h.p., 6 guns, Lieut.-Comdr. W. H. M. Douglall, Hongkong.

Sapphire, cruiser, 3rd-class, 1,070 tons, 2,300 h.p., 12 guns, Captain W. C. Karslake, Hongkong.

Satellite, cruiser, 3rd-class, 1,410 tons, 1,410 h.p., 8 guns, Captain T. P. W. Nesham, Hongkong.

Swift, gun-vessel, 2nd-class, 750 tons, 1,010 h.p., 5 guns, Commander A. C. B. Bromley, Hongkong, re-commissioning.

Tweed, gunboat, Coast Defence, 3rd-class, 363 tons, 340 h.p., 3 guns, Boatswain J. M. Shea, Hongkong, in reserve.

Victor Emanuel, receiving ship, 5,157 tons, 20 guns, Commodore W. H. Maxwell, A.D.C., Hongkong.

Wivern, Coast Defence ship (armoured), 2,750 tons, 1,450 h.p., 4 guns, Gunner D. W. Hawkins, Hongkong, in reserve.

Wanderer, sloop, 925 tons, 750 h.p., 4 guns, Commander G. A. Giffard, Hongkong, re-commissioning.

FOREIGN MEN-OF-WAR ON THE CHINA STATION.

Aragon, Spanish cruiser, Captain D. E. Zulnaga, Manila.

Aspic, French gunboat, Commander Rupé, Nagasaki.

Aurora, Austrian corvette, 4 guns, Captain Muller, Whampoa.

Bismarck, German corvette, Captain Kuhn, Nagasaki.

Bobre, Russian cruiser, 13 guns, Captain Menchikov, Nagasaki.

Brooklyn, American corvette, 14 guns, Captain Byron Wilson, Amoy.

Carola, German corvette, Commander Ashmann, Amoy.

Comète, French man-of-war, 483, Commander Martel, Hoihow.

Chasseur, French gunboat, Captain Le Gorze, Tonkin.

Dimitry Donskoy, Russian frigate, 20 guns, Captain N. Scrymgeour, Nagasaki.

Essex, American corvette, Captain T. F. Jewell, Amoy.

Ilitis, German gunboat, Lieutenant von Erikstedt, Hongkong.

Koreyetz, Russian corvette, 1,238, Captain Oatesley, Amoy.

Monocacy, American gunboat, 6 guns, 750 h.p., Commander Glass, Yokohama.

Morgue, Russian gunboat, 7 guns, Commander Molloy, Korea.

Nayadine, Russian corvette, 9 guns, Captain Zarin, Nagasaki.

Nautilus, German gunboat, 4 guns, Captain von Hoven, Hongkong.

Omaha, American corvette, Captain T. O. Sel-fredge, 12 guns, Nagasaki.

Palos, American gunboat, 6 guns, 500 h.p., Lieut. Commander Nelson, Yokohama.

Paraveil, French corvette, Fort, Nagasaki.

Primarguet, French corvette, 2,200, Captain Veron, Shanghai.

Rio Lima, Portuguese gunboat, 539, Commander Santa Barbara, Macao.

Rynda, Russian corvette, Captain Avellan, Sevooch, Russian cruiser, Captain Youriel, Vladivostok.

Sobol, Russian gunboat, 7 guns, Commander Boyle, Vladivostok.

Sophie, German corvette, Nagasaki.

Turenne, French frigate, Captain Dupuis, Nagasaki.

Velasco, Spanish corvette, Captain Friqueras, Manila.

Vipère, French gunboat, Commander de Ma-laire, Shanghai.

Vitzia, Russian corvette, 10 guns, Captain Makarov, Hongkong.

Wolf, German gunboat, Captain Jarschke, Hongkong.

CANTON GUNBOAT SQUADRON.

Chén-jui, Revenue cruiser, 3 guns, Chinese, Canton.

Chén-to, Viceroy's gunboat, 7 guns, Chinese, Canton.

Ching-ting, Viceroy's gunboat, 4 guns, Chinese, Canton.

Chop-chung, Revenue cruiser, Li Tack Ming, Canton.

Hal-ching-ching, Revenue cruiser, 3 guns, Wu Jui Ch'ang, Canton.

Hal-ching-ching, Viceroy's gunboat, 3 guns, Ho Pung Shu, Canton.

Hua-shan, Viceroy's gunboat, 2 guns, Canton.

Kin-wai, Chinese gunboat, Canton.

Nin-chai, Chinese gunboat, Captain Si Chung-tai, Hongkong.

Peng-chao-hai, Revenue cruiser, 4 guns, Chow Shoi, Hongkong.

Shén-chi, Revenue cruiser, 5 guns, Sau Tsung Tai, Cape Green.

Sun-kee, Chinese gunboat, Captain Cheong Yow-shi, Canton.

Ting-poo, Viceroy's 6 guns, Chinese, Canton.

Yu-min, Viceroy's gunboat, 3 guns, J. Yeats, Canton.

RIVER STEAMERS.

Fatsan, British steamer, 2,260, W. E. Clarke, Hongkong, Canton, & Macao Steamboat Co.

Haakow, British steamer, 2,235, Lloyd-Butterfield & Swire.

Ho-nan, British steamer, 1,377, G. B. Lafavour, Hongkong, Canton, & Macao Steamboat Co.

Kiu-king, British steamer, 617, S. W. Goggin, Hongkong, Canton, & Macao Steamboat Co.

Kiang-chow, British steamer, 459, E. Gable, Hongkong, Canton, & Macao Steamboat Co.

Paisi, Chinese steamer, 284, G. W. Wright, Yok Koo.

Kiang-ping, Chinese steamer, 360, Holmes, China Merchants S. N. Co.

Powan, British steamer, 1,860, J. P. Hoyland, Hongkong, Canton, & Macao Steamboat Co.

White Cloud, British steamer, 137, W. J. Ribby, Hongkong, Canton, & Macao Steamboat Co.

WHAMPOA.

FOOKIANG, British steamer, 991, H. W. Hogg, 21st April, Shanghai 17th April, and Swatow 20th, General—Jardine, Matheson & Co.

POST OFFICE.

A MAIL WILL BE SENT.

For Swatow, Singapore, and Bangkok.—Per *Chia-Chia-Chen Kiao*, to-morrow, the 24th instant, at 6.10 A.M.For Swatow, Amoy, & Taiwan.—Per *Thales*, to-morrow, the 24th instant, at 11.30 A.M.For Amoy and Manila.—Per *Zafiro*, to-morrow, the 24th instant, at 3.30 P.M.For Singapore.—Per *Olympia*, to-morrow, the 24th instant, at 3.30 P.M.For Europe, &c.—Per *Venetia*, to-morrow, the 24th instant, at 5.00 P.M.For Singapore.—Per *Pemphos*, on Wednesday, the 25th instant, at 11.30 A.M.For Europe, &c., Australia, Madras, and Calcutta.—Per *Orus*, on Thursday, the 26th instant, at 1.00 A.M.For Straits and Bombay.—Per *Normida*, on Friday, the 27th instant, at 9.30 A.M.For Straits and Bombay.—Per *Tanjore*, on Saturday, the 28th instant, at 5.00 P.M.For Yokohama and San Francisco.—Per *San Pablo*, on Tuesday, the 1st May, at 2.30 P.M.For Nagasaki, Kobe, and Yokohama.—Per *Hydaspes*, on Monday, the 7th May, at 5.00 P.M.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Orus* will be despatched on THURSDAY, the 26th inst., with Mails to the United Kingdom, Europe, and places beyond, via Marseilles; to Saigon, Straits Settlements, Batavia, Borneo, Ceylon, Madras, Calcutta, the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

The Post Office declines all responsibility for Unregistered Covers containing Bank Notes, Coin, or Jewellery, and where Registration has been neglected, will make no enquiries into alleged losses of such covers.

HOURS FOR CLOSING THE CONTRACT MAILS.

THE FRENCH MAILS.

Day before Departure.

5 P.M. Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.

Day of Departure.

7 A.M. Post Office opens.

10 A.M. Registry of Letters ceases.

10.30 A.M. Posting of all printed matter and patterns ceases.

11 A.M. Mail closes, except for Late Letters.

11.10 A.M. Letters may be posted with Late Fee of 10 cents until 11.30 A.M.

11.30 A.M. when the Post Office closes entirely.

11.40 P.M. Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

THE ENGLISH MAIL.

Two Days before Departure.

3.00 P.M.—Reception of Parcels ceases.

Day before Departure.

1.00 P.M.—Money Order Office closes.

1.00 P.M.—Posting of Prices Current and Circulars ceases.

(Prices Current and Circulars may, however, be posted up to 4 o'clock if they are tied in bundles, country by country, with the addresses all one way.)

Those for the United Kingdom must be divided into (1) London, (2) England and Wales, (3) Scotland, (4) Ireland; those for Germany into (1) Hamburg, (2) other places in Germany.

4.00 P.M.—Registry ceases.

5.00 P.M.—Mail closes.

LATE CORRESPONDENCE may then be posted in the Night Box at the Post Office with 10 cents late fee on each article up to 9 p.m. after which hour it may be sent on board with the same late fee.

PARCEL POST.

N.B.—A Receipt will be given for each Parcel.

To Limit of Weight per lb. Limit of Size. Prohibited Articles.

Hongkong, China, Japan, Korea, Siam, &c. 11 16 1 ft. by 1 ft. by 1 ft. Opium.

Straits Settlements, India, &c. 11 16 1 ft. by 1 ft. by 1 ft. Do.

Malta (Direct) 11 16 1 ft. by 1 ft. by 1 ft. Do.

Gibraltar (Direct) 11 16 1 ft. by 1 ft. by 1 ft. Do.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE STRANDING OF THE "ASHINGTON."

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—This is not the first time I have had occasion to write you regarding the highly unsatisfactory condition of the Hongkong light-houses. I think it will be some two years or more ago that I felt it my duty to draw the attention of the Hongkong Government, by the medium of your newspaper, to the complete uselessness of the Green Island and Cape d'Aguilar light-houses during foggy weather, which is such a very common thing at certain seasons of the year in the early morning around the two only entrances to this harbour of extensive trade—the chief and great emporium, indeed, of that enormous chain of commerce constantly passing in and out, and from all parts of the world. Why it should ever have been necessary for "an outsider" like myself to have to urge this highly desirable measure on the consideration of the Chamber of Commerce and of the responsible officers of the Colonial Government, I will leave, Sir, you and your readers to consider, and why the hint should have been contemptuously overlooked for those chiefly interested, I say contemptuously because the subject did not then appear—two years ago—for the first time; it is one which has many times been discussed and often asked for, or at least complained about by the commanders of steamers which have suffered many delays and much inconvenience and danger in making this harbour in the early morning. It is only a very short time since the Messageries-Maritimes Mail steamer and several others were delayed outside for upwards of twenty-four hours, and, if you remember, the Hongkong P. & O. Mail was kept waiting in the Lyceum moon pass all night by fog, whereas had the light-houses and the prominent headlands been provided with either gun or gun, a great deal of anxiety and valuable time might have been spared, to say nothing of the great risks to merchandise which would be infinitely lessened. It is not only during the night that the gongs and guns would be useful, but equally during daylight when heavy and foggy weather shut in every chance of making progress either in or out of this great commercial harbour, which some people have been so very eager to talk about, but which they have done so little to assist. Since the stranding of the *Ashington* yesterday morning, perhaps we may hope that something proper may be done, for here is an illustration of a great many other cases which the Chamber of Commerce and the Colonial Government are not only interested in but also in a great measure responsible for.

I am, Sir,
Yours truly,
MASTER MARINER.
Hongkong, April 22nd, 1888.

NEWS BY THE AUSTRALIAN MAIL.

We take the subjoined telegrams from our Colonial exchanges received by the China Navigation Co.'s steamer *Changsha*, Capt. J. E. Williams, which arrived in port yesterday morning:—

LONDON, March 26th.
Mr. Goschen, Chancellor of the Exchequer, made his financial statement in the House of Commons to-night. The facts disclosed showed a most satisfactory state of the finances. The revenue for the past year amounted to £89,589,000 and the expenditure £87,444,000, leaving a surplus of £2,145,000. This is the largest surplus which has been realised since the year 1874. The estimated revenue for next year was £89,287,000 and the estimated expenditure amount to £86,910,000, showing an estimated surplus of £2,377,000.

The proposed additional taxation will be derived from the following sources:—An increase in the succession duties, a tax on vehicles, a tax on racehorses and pleasure horses, and horse-dealers' licenses; a stamp duty on deeds of contract; a tax on legacies, securities, new public companies, and new issues of shares; and a tax of 5s. a dozen on the more costly wines imported in bottle. The sum which it is estimated will be realised from the proposed extra taxation is £2,511,000.

It is intended to devote the surplus revenue chiefly to the payment of subsidies to the country councils created by the new Local Government Bill, and to a reduction of 1 penny in the income tax, which will thus be sixpence in the pound.

Mr. Goschen said that it was important that Parliament should promptly sanction the cost of the Australian Auxiliary Fleet.

It is also proposed to apply the revenue derived from the Suez Canal shares held by the Government to the fortifying of the coaling stations of the Empire.

Sir Graham Berry, has communicated with Lord Knutsford, Secretary of State for the Colonies, informing him that he had only just heard of the proposal of the Imperial Government to yield the Hebrides to France in return for France undertaking to discontinue the despatch of convicts to the Pacific. Sir Graham Berry also called attention to the despatch of the last batch of convicts to New Caledonia. He protests against the proposed agreement between France and England, while at the same time expressing his earnest desire to prevent the necessity of the Australian colonies resorting to legislation to protect themselves from the ill effects of a convict settlement in their immediate neighbourhood.

March 27th.
The death is announced of the Sultan of Zanibar.

March 28th.
The death is announced of Mr. Edmund Dwyer Gray, Home Rule member for the St. Stephen's Green Division of Dublin.

Canada will make a splendid display of agricultural machinery at the Melbourne Centennial Exhibition. The allotment of space in the industrial section has given satisfaction to the British and foreign exhibitors.

It is reported in Berlin that the coronation of the Emperor Frederick and the Empress Victoria will take place at Konigsberg in June next.

A telegram from Thursday Island states that Japone's schooner *Victory*, while returning from the Louisiana shelling ground, has foundered. The crew were saved in a dingy, and were brought to Thursday Island by a missionary vessel.

Sir Samuel Griffith has prepared a long memorandum in reply to the protest of the Chinese Ambassador in London, which will be forwarded by the Governor to the Secretary of State for the Colonies.

It is expected that a similar course will be adopted by the Premiers of the other colonies, and it is hoped that these separate memoranda will have greater weight than the combined report proposed by Mr. Gillies.

March 29th.
Sir Thomas M'Ilwraith's tour through the central districts has been most successful, he being greeted everywhere with great enthusiasm. A proclamation has been issued declaring China, Hongkong, and the Straits Settlements infected with small-pox, and requiring that all vessels arriving from or touching at those places shall be subjected to twenty-one days quarantine.

The Attorney-General has filed a true bill in the B. Ashington shooting case, in which the second officer and an apprentice fired four revolver shots upon a riotous crew in self-defence. The Eastern encampment of the volunteers and defence forces commenced at Lytton last Monday. By to-night it is expected there will be 2000 men in camp. Abraham Street, junior, confidential managing clerk in the firm of E. Barnett and Co., wholesale drapers, has been arrested on a charge of embezzling £3000. He was brought before the Bench at the Police Court yesterday and remanded for the production of evidence. An application for bail was refused. The exports of the colony for the year 1887, amounted in value to £6,453,945. The population of the colony on 31st December, 1887, was estimated at 366,940. The Premier has forwarded through the Governor to the Secretary of State for the Colonies a report on the protest by the Chinese Ambassador in London, against exceptional legislation in the colonies against Chinese immigration.

To-day's Advertisements.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship

"MORAY."

A. Duncan, Commander, will be despatched for the above Ports, on SUNDAY, the 29th instant. For Freight or Passage, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, 23rd April, 1888. [431]

UNION LINE.

NOTICE TO CONSIGNEES.

FROM ANTWERP, HAMBURG, PENANG, AND SINGAPORE.

THE Steamship

"FRISIA."

Captain Withycombe, having arrived from the above Ports, Consignees of Goods are hereby requested to send in their Bills of Lading to the undersigned for countersignature and to take immediate delivery of their Goods from along-side.

The Steamship is berthed at KOWLOON and Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to Shanghai unless notice to the contrary be given before NOON, TO-DAY, the 23rd inst.

All claims against the Steamer must be presented to the Underwriter on or before the 30th instant or they will not be recognised.

RUSSELL & Co., Agents.

Hongkong, 23rd April, 1888. [432]

IN THE MATTER of the Petition of PERCIVAL EVERITT of No. 47, Cannon Street,

London, England, Engineer, for LET-TERS PATENT for

1.—"Improvements in Apparatus for receiving payment for and for delivering prepaid goods;" and

2.—"Improvements in Apparatus for receiving payment for and for delivering prepaid goods;" for which HER MAJESTY'S ROYAL LETTERS PATENT have been duly granted in England.

NOTICE is hereby given that the necessary Petitions, Specifications, Declarations, and Drawings required herein by Ordinance No. 14 of 1862 have been filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said PERCIVAL EVERITT by WILLIAM WOTTON, his duly authorized Attorney, to apply at the Sitting of the Executive Council, hereinafter mentioned, for LETTERS PATENT for the Exclusive use within the said Colony of Hongkong of the said Inventions.

NOTICE is hereby also given that a Sitting of the Executive Council before whom the matter of the said Petitions will come for decision will be held in the Council Chamber at the Government Offices, Victoria, Hongkong, on the 25th day of April, 1888, at 11 A.M.

Dated 13th day of April, 1888.

WOTTON & DEACON. 433]

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY,

the 30th day of April, 1888, at 4 P.M., are published for general information.

By Command,

FREDERICK STEWART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 21st April, 1888. [434]

Particulars of the letting by Public Auction Sale, to be held on MONDAY, the 30th day of April, 1888, at 4 P.M., by Order of His Excellency the Governor, of Sixteen Lots of CROWN LAND, at Saiying-pun, Victoria, in the Colony of Hongkong, for a term of 999 Years.

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Auctions.

PUBLIC AUCTION OF ENGLISH-MADE FURNITURE, WATER-COLOURS, ORNAMENTS, &c.

THE Undersigned has received instructions to Sell by Public Auction, on

SATURDAY,

the 28th April, 1888, at 2.30 P.M. sharp, at the Residence of J. V. VERNON, Esq., Robinson Road.

ELEGANT ENGLISH AND EUROPEAN MADE FURNITURE, &c., &c., &c.

Comprising:—

Flowered Silk Rep Covered English-made WALNUT DRAWING ROOM SUITE,

ANTIQUE ITALIAN IN-LAND CABINET, HANDSOME WALNUT ETAGERE with HAND PAINTED PANELS, CHIPPENDALE WALNUT MANTLE MIRROR, WATER-COLOURS, PAINTINGS, ENGRAVINGS, CHROMOS, DRESDEN and CHINA ORNAMENTS, BRONZES, &c., FRENCH MANTLE CLOCK, HANDSOME SOLID BRASS CHANDALIER and GAS BRACKETS, DOG FIVE GRATES and FENDERS, WALL MIRROR BRACKETS, OLD ENGLISH IN-LAND WRITING DESK, TABLES, COTTAGE PIANO.

BLACK and GILT MIRROR, CABINET, COPIING PRESS and STAND, CANTON BLACKWOOD CURIO STAND, HALL TABLES, &c.

SOLID OAK CARVED CHEFFONIER, OAK-DINNER WAGGONS.

TEAK EXTENSION DINING TABLE, MOROCCO COVERED EASY CHAIRS, SIDEBOARD, CORNICES and CURTAINS, &c.

IRON BEDSTEADS with SPRING and HAIR MATTRESSES, MAHOGANY BED ROOM SUITE, TEAK and MAHOGANY WARDROBES, CARPETS and CARPETING, ICE BOX, PERAMBULATOR, BATHS, &c.

CANTON-FLORIST STANDS, FLOWERS, IN POTS, FERNS, &c., &c.

Catalogues will be issued previous to the Sale and the above will be on view on FRIDAY NEXT.

TERMS OF SALE.—As Customary.

G. R. LAMMERT, Auctioneer.

Hongkong, 21st April, 1888. [430]

VALUABLE LEASEHOLD PROPERTY TO BE SOLD IMMEDIATELY.

TO BE SOLD BY PUBLIC AUCTION pursuant to a Decree of the Supreme Court of Hongkong made in a cause TAM KWAN SHI 2. YAU MI HO, No. 42 of 1878, with the approbation of the ACTING CHIEF JUSTICE by Mr. J. M. ARMSTRONG the person appointed by the said Court upon the respective premises on the days hereinafter mentioned, viz:—

ON THURSDAY,

the 3rd day of May, 1888, at 3 O'CLOCK in the AFTERNOON.

IN FIVE LOTS THE VERY VALUABLE BLOCK OF BUILDINGS situate on MARINE LOT No. 4A, MARINE LOT No. 125A, and Section B of MARINE LOT No. 4, and in the best and most Central Chinese business portion of the City and with frontages to three important Public Streets viz:—Bonham Strand, Wing Lok Street and Cross Street and comprising Nos. 1 and 2 Cross Street and Nos. 2, 23, 25, 27, 29, 31, and 33, Wing Lok Street and Nos. 31, 33, 35, 37, 39, 41, 43, and 45, Bonham Strand. Owing to the favorable situation of this property the owner or owners thereof can always count upon securing good tenants.

ON FRIDAY,

the 4th day of May, 1888, at 3 O'CLOCK in the AFTERNOON.

IN SIX LOTS THE VALUABLE PROPERTY situate on INLAND LOT No. 2050 in the best part of Hollywood Road and comprising Nos. 209 and 211, Hollywood Road and Nos. 2, 3 and 4, Ng Kwai Fong, also the three storied house No. 132, Hollywood Road situate on the Remaining Portion of Inland Lot No. 384 and the three houses Nos. 14, 16, and 18, Possession Street situate on Inland Lot No. 2120 and the Remaining Portion of Inland Lot No. 2120.

ON SATURDAY,

the 6th day of May, 1888, at 3 O'CLOCK in the AFTERNOON.

IN ONE LOT A PIECE OF VACANT GROUND registered as INLAND LOT No. 474 and situate at Bowington between Matheson and Percival Streets and suitable for the erection of Kerosine Godowns.

The sale plans can be seen at the Office of Messrs. WOTTON & DEACON, Solicitors and at Mr. J. M. ARMSTRONG, the Auctioneer.

Particulars and conditions of sale may be obtained on application at the offices of Messrs. WOTTON & DEACON, Solicitors, Hongkong, of Messrs. CALDWELL & WILKINSON, Solicitors, Hongkong, of Mr. EWENS, Solicitor, Hongkong, and of Mr. J. M. ARMSTRONG, Auctioneer.

Dated this 12th day of April, 1888.

ALFRED G. WISE, Acting Registrar of the Supreme Court.

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Masonic.

VICTORIA LODGE,

No. 1026.

A REGULAR MEETING of the above named Lodge will be held in FARRISON'S HALL, Zealand Street, on WEDNESDAY, the 28th inst., at 8.30 for P.M. precisely.

Hongkong, 20th April, 1888. [429]

Insinuations. NOTICE.

A. S. WATSON & CO., LTD.

HAVE JUST RECEIVED THEIR ANNUAL SUPPLY

of
LAWN GRASS SEEDand
SWEET CORN,

for immediate sowing.

THE HONGKONG DISPENSARY.

Hongkong, 2nd March, 1888.

The Hongkong Telegraph

HONGKONG, MONDAY, APRIL 23, 1888.

THE report on educational matters presented by the Inspector of Schools to the Legislative Council—the other day—is suggestive of many a measure of improvement and reform to that important department of the public service. While it points out the gradual steps that have been taken towards effecting a material enlargement of the educational establishments in the Colony—the corresponding increase of scholars and the ascending scale of examination passes, the Report is sadly silent over an important portion of the programme of studies which is urgently required by the circumstances of the times and the place we live in. We may safely and proudly say that Hongkong education has been materially advancing of late years; but let us not confound the material with what may be designated the *teleological* element in Education. After duly inspecting the Inspector's report, we were struck with a certain want of finality in the educational system which prevails in this Colony. From the lowest primary school to the highest standard taught at either the Central, the Public, or the St. Joseph's School, the old routine of generalities is invariably adhered to; no special classes of any kind; no technical branches of instruction; no professional education is imparted to the vast number of youths confided to the care of our teachers. This we characterise as a want of finality in our educational system, a deficiency which cannot be justified by any manner of excuse or apology, and which a paternal Government ought to use its endeavours to remedy and make good.

We are all aware of the great strides technical or professional education has lately taken at home and in every part of the civilised world. It has been engrafted as an essential branch into every school or college where only general instruction was formerly imparted; it has revolutionised the ancient system of classic tuition and given it the elements it has from time immemorial been wanting in—solidity and utility; it has invaded our Universities and taught our philosophers and our mathematical wranglers that abstract science and even high literature are of no account when they are aimless; in a word, professional education has taken such a firm root in all civilised and progressive nations that the system may safely be said to have entered on its period of manifold vitality, and that it promises to realise unheard-of achievements on the field of human progress.

That it deserves all the success it is now reaping, suffice it to say that, like all methods which act in unison with the laws of mother nature, professional education cannot fail of attaining its goal. Nature is pre-eminently educative and utilitarian. Man's short-lived course through his terrestrial pilgrimage is a continuous aiming at something tangible and useful. He is taught by hard-earned experience, by rudely jostling with the rough angularities of things and of men that crowd into his path, that life is not always moonshine, that it is rather a mighty struggle, bringing all his inner resources into play, commanding him to face difficulties, to surmount them, and to honourably acquit himself of his allotted task. Nature is an inflexible task-mistress. If her injunctions are disobeyed, she brings her code of alternatives to bear on us, and unflinchingly demands as well as teaches due compliance with her decrees. If Education means anything at all, it is the art of training men to perform their task during their earthly career. If, on the contrary, it fills the brains with illusions, or perverts the heart with hopes of the unattainable, education is evidently our tempter and arch-enemy. It were better for us to roam through the forest in a state of savagery, sharpening our flint-tipped arrows and playing shrill tunes on Pan's old pipe, rather than stock our brains with ideal vagaries devoid of all utility, or have instilled

into our hearts the love of impossibilities. We have all heard of the poverty of literary men; we may take it for granted that it was not their literature that made them poor, but their literary education. They were taught, or they imagined that theirs was a far nobler profession than that of artisans, mechanics, navigators or merchants. They disdained economics, loved the tavern, the gambling and other hells, and they grudged a hard-working and practical world for not buying their books as often as they set them a-going. That the general tendency of a purely literary education is to pervert the mind of the learner and bias him against the utilitarian walks of life, history and our daily experience can vouch for. By the introduction of professional schools, that insidious enemy of sound tuition—*pure literature*, or *pure mathematics*, like the *pure moonstruck philosophies* of the middle ages,—has been grappled with and well-nigh vanquished. What keeps Hongkong so much in the rear of the technical and utilitarian school movement which is going on at home? We are living in a very realistic colony, pitched right into the centre of the pushing trade and industry which are flourishing in the Far East, particularly in China.

Such is our devotion to trading pursuits that although living in the Land of the Sun we are deprived of all those recreations and pastimes which are to be found in all civilised countries. Money-making seems to be our daily and nightly avocation. New industries are springing into existence all over China; its thorough opening to European enterprise being only a question of a few years. Telegraphy and steam locomotion will soon spread their iron nets over vast Cathay; its rich mines are already being explored; its army and navy Europeanised, its navigation perfected, and its teeming millions gradually civilised. Hongkong ought to enter heart and soul into the gigantic movement which is going on and around this Colony. Technical men will soon be wanted all over the Far East; what keeps us from undertaking the important task of training them?

Our schools ought to initiate the required movement. The Government which has been lavish in granting them subsidies ought to be exigent in demanding from them a compliance with a detailed programme of practical tuition which may be enforced on them without prejudice to the routine of general pedagogics. English born youths are to be found in good numbers in this Colony who might derive immense benefits from a commercial or industrial training of some sort or other, if only their tutors, or the Government which indirectly rules our educational establishments, would effect a judicious pruning on the vast mass of learning matter which is enforced on them, and which is mostly useless and aimless. A complete system of commercial education should be devised, by means of which our rising generation should adequately prepare itself for the various walks of commerce. It may be said that there is barely any room in the Colony for English aspirants to the clerical profession, owing to the Portuguese invasion from Macao. We are nevertheless confident that our employers, who pride in their nationality, would give the preference to British trained clerks rather than to the medley of quill drivers who flourish among us. There are also the engineering, the mining, the architectural, the electrical, and the navigational departments of tuition to be taken into account. If Government would give due encouragement to these branches of professional education, what a mighty improvement might be effected in the course of a few years in the learning portion of our community!

That we urgently require it, that our youths are simply wasting their precious time over branches of studies which are practically of no use to them, that the Chinese community would largely benefit by the introduction of several branches of sound professional education, are truisms which require no further comment. We are sanguine in the hope that some Inspector of Schools of the future will one day take pride in reporting progress on the introduction of technical schools in Hongkong.

TELEGRAMS.

(Reuter.)

FRANCE.

LONDON, 20th April.
General Boulanger has taken his seat amidst the acclamation of crowds.

A committee of the Chamber of Deputies has been appointed to revise the constitution.

(From the *Courrier de Saigon*.)

FRENCH INDO-CHINA.

PARIS, April 13th.
A decree is in course of preparation abolishing the posts of Secretary-General and Lieutenant-Governor of Indo-China, and curtailing all the high salaries.April 15th.
It is reported that the Government will not nominate another Governor-General, till after the return of Monsieur Constans.

The articles on Indo-Chinese affairs published by M. Lafite have produced a certain sensation.

(From the *Courrier d'Haiphong*.)

HAIPHONG, April 15th.

A complete pacification of the province of Haiphong, excepting the district of Késat, has been effected. Military operations against Késat are contemplated.

TOTAL LOSS OF THE "SAN PABLO."

The manager of the Occidental & Oriental Company shortly after noon to-day received a telegram from Shanghai informing him of the total wreck of the *San Pablo*. The information had been supplied by the steamer *Namoa* which, presumably while on her voyage into Foochow, had passed close to the Tan Rocks where the Californian mail boat lay stranded. No information beyond the above facts has reached the Hongkong agents, and we are still not in a position to say anything about her cargo. As however, the greater part will possibly be California flour and other produce of the fields and of the Pacific "slope," that part of it will be irretrievably ruined. Whether the ship has broken up and gone to the bottom, or whether she is irrevocably "fixed between two rocks" like that "other shipwreck of St. Paul's," is matter also which has yet to be learnt. That what remains of her will be saved, anyhow, from the hands of the looting fisherman who swarm in hundreds about that quarter is very probable, seeing that two frigates have been sent to guard her remains. The *San Pablo* was well known in Hongkong, in Japan, and all over the Pacific Coast—as one of the fastest vessels which bridge the Pacific Ocean, but it is a mistake to suppose that she was ever an English ship, or ever wore any colours at her peak but those of the United States. She was built by Messrs. Cramp & Co. of Philadelphia in 1884, for the Pacific Improvement Company, and was intended for the coal trade from her own mines for the supply of their fleets in San Francisco. On the 21st of September, 1887, she was developed such a high rate of steaming that the Company had an offer of her charter by the well-known American Railroad "bosses" the Occidental and Oriental Co., which they accepted, and thus the ship fell into her place as one of the regular line of packets between San Francisco and China. Last year, as many people in Hongkong who like a good champagne lunch, will remember, the owners "built on her," and converted the original bare upper deck which had been wind swept and wave swept by the storms of the Pacific, into a handsome and commodious saloon, capable of housing in a very sumptuous manner an end of globe-trotters—alterations which, though turning her into a first-class passenger ship, were supposed to have spoilt her outward appearance in the eyes of the profession. Her gross tonnage was 3,119 and her registered measurement two thousand one hundred and thirteen.

LOCAL AND GENERAL.

THE new Governor-General of the Philippines is to leave Barcelona for Manila on the 4th prox.

FRANCE is certainly advancing. The working day in Paris has been reduced from eleven hours to ten hours.

THE Shanghai *Commercial* has advertised the Tannery on the Pootung side, for Tls. 36,000.

WE note that the adjourned meeting of the Legislative Council will be held on Friday, the 27th inst., at 4 p.m., instead of on Wednesday, the 25th.

THE Bombay *Gazette Weekly Budget* of the 3rd Feb. says:—The purchase of two iron safes at a cost of Rs. 20,000 for the public treasury of Goa has been commented upon as an instance of wasteful expenditure, since the coffers are found generally empty.THIS morning, William Thomson, chief engineer of the steamer *Pemphix*, charged a coal-coolie with stealing his watch and chain valued at \$20 from on board the steamer on the 21st inst. Prisoner admitted the charge and was sentenced by Mr. Sercombe-Smith to four months imprisonment with hard labour.PATTESSON JOLLY, a printer, was interred, on 15th March, in Dublin. He was probably the oldest printer in the world, having served his apprenticeship in the famous Edinburgh house of Ballantyne, and he pulled the first sheet of *Edinburgh Journal* more than seventy years ago. He was vigorous in his 103rd year.THE Government *Gazette* notifies that under powers granted by section 8 of Ordinance 1887, the Governor in Council has been pleased to order that the provisions of the Parcel Post extended to the Colonies of Victoria, and South and West Australia; to the West Coast of Africa the Austrian and French Post Offices in Turk the Azores Islands, Beyrout, Bulgaria, Cameroons, Costa Rica, French Colonies, Made and Servia. A Table of Rates is annexed to the order.

Kuhlow's laments a serious falling-off in January last in the export of iron manufactures from Germany, and says that it is pretty well understood that the syndicates which have been established to control prices are largely responsible for the decline. These syndicates formed to prevent manufactures competing against each other even at an actual loss, if they have resulted in reducing the export it would appear that German manufactures cannot compete with English, and must profit.

SAYS the Japan *Daily Mail*—Fire was covered shortly before six o'clock on the evening of the 10th inst. in a godown at N. adjoining, and in fact forming part of the premises of the Hongkong & Shanghai Bank. Fortunately the firemen were able to arrest flames before they had obtained serious head, the damage done being trifling. The cause of the godown, consisting of stores and of various kinds, were removed the day after, and it is probable that the outbreak was the carelessness of a coolie. Beginning with tobacco cases knocked down by a pipe and through the boards of the flooring, the fire quickly smouldered all night, breaking length in the morning. A portion of the godown had to be torn up to get at the seat of the fire, but beyond this little damage was caused.

THE three new war-vessels ordered by the Japanese Government from England will be ready by 1891.

THE agents (Messrs. Jardine, Matheson & Co.) inform us that the steamer *Gluskiel*, from London, left Singapore for this port yesterday.A DUTCHMAN'S epitaph on his twins:—
Here lie two babes, dead at two days.
Who shook to death with ague fits.
They was too good to live till five.
So God He took 'em to live with Him.SAYS the Nagasaki *Express*—A fine yacht, for the King of Corea, which came out in sections, is now being put together at the Dockyard Engine Works.

THERE is some talk of forming a society of midwives in Melbourne. A Sydney contemporary sarcastically asks if they will advocate eight hours' labour?

THE Government *Gazette* publishes the Copyright Convention between Great Britain, the German Empire, Belgium, Spain, France, Haiti, Italy, Switzerland, and the Bey of Tunis.

THE tide of Chinese immigration to the Straits Settlements continues unbroken, as, says a Singapore paper, no fewer than 168,000 Chinese newcomers arrived at Singapore last year, of whom 101,000 remained in the Settlement.

A HORRIBLE conflagration reduced to ashes, on the 17th inst., 1,200 houses in S. Fernando de la Pampanga, in the Philippines. 50,000 bags of sugar were consumed, besides other valuable property. No loss of life has been reported.

THE Shanghai *Courier* hears that His Excellency Li Hung Chang will shortly start on a tour of inspection. The whole Pei-yang squadron is to accompany His Excellency, who will embark at Taku on board of one of the cruisers which recently arrived from Europe.

THE only item of information to-day regarding the cargo-boat strike is that the masters of the boats view the situation with uneasiness and feel like giving in, particularly since they see that shippers have not been very much incommoded by their holding aloof. The business of the pawn-shops in Yau-mai is said to be very brisk just now owing to there being no such funds-raising institution in Sam-sui-po.

THE fine brick building which has for some time past been in course of erection for the Kobe Chamber of Commerce, says the *Hiogo News*, inaugurated on the 16th inst. by an entertainment attended by most of the leading officials and private residents. The premises seem admirably adapted for the purposes required, and afford in addition excellent accommodation for public gatherings.THE Government of Batavia has given notice to the Admiralty that the commander of His Netherlands Majesty's ship *Samarang* reports the existence of a low, wooded island, hitherto uncharted, lying westward of Selaru, Timor Laut Islands. The island is reported to be about two miles long in a north-north-easterly and south-south-westerly direction, and a mile broad. Position as given, centre of island (approximate), lat 8° 15' S., long. 130° 39' E.DRAMATIC criticism in Chicago may not be wholly conventional, but it has elements of sincerity. Of an American sensation actress the critic of the *Chicago News* says: "As each woman left the Grand Opera House last evening she carried an opera glass in one hand and a moistened pocket-handkerchief in the other, and the praise bestowed upon the actress was loud and fervent. There is no question about her genius for sorrow, but why drown one's self in a torrent of we and call it amusement? Why flock to see a performance inartistic in every detail merely for the sake of weeping? Has not the world tears enough?"

WE are indebted to the courtesy of Mr. A. R. Marty, of Messrs. Marty and d'Abbadie of this colony and Haiphong, for copies of a new guide for travellers between Haiphong and Hanoi by the "Service subventionné des Correspondances Fluviales" of Tonquin, of which line they are the owners. An extension has lately been given to the line of the river mails of Tonquin, and Messrs. Marty and d'Abbadie have made arrangements to run a daily steamer between the ports. The steamers of the "Correspondances Fluviales" are underlined to run daily to and from the following places: Haiphong-Hanoi; Haiphong-Phu-luong-thuong; Seven Pagodas-Dap-cau; Hong-yen-Nam-dinh; Haiphong-Mui-Ngoc; Hanoi-Bac-kat; Nam-dinh-Vinh.

THE Nagasaki *Express* reports that news has been received in Tokio that Sir Francis Plunkett has been transferred to Stockholm, and will be succeeded in Tokio by Mr. Hugh Fraser, Her Majesty's Minister Resident in Chile. The following is a record of Mr. Fraser's services as given by the *Herald*, presumably from the *Foreign Office List*—Was appointed Attaché at the Hague, January 15, 1855; at Dresden, February 23, 1855; at Copenhagen, November 19, 1857; at Berlin, January 26, 1860; and Paid Attaché to the Legation in Central America, September 21, 1861; was promoted to be a 2nd Secretary, October 1, 1862; was transferred to Stockholm, June 25, 1864; was Chargé d'Affaires at Guatemala from April 19, 1864, till August 8, 1865; was transferred as 2nd Secretary to Berlin, June 26, 1866; did not proceed thither, but retained his appointment at Stockholm. Was transferred to Peking, January 14, 1867, where he was Acting Chargé d'Affaires from November 2 to November 28, 1869; was transferred to St. Petersburg, February 13, 1871 (but did not proceed), and to Florence, July 1, 1871. Was promoted to be Secretary of Legation at Peking, April 24, 1874; where he was Acting Chargé d'Affaires from June 7, 1876, till February 28, 1879. Was promoted to be Secretary of Embassy at Vienna, November 8th, 1879, where he was Acting Chargé d'Affaires from August 31 till December 14th, 1881. Was transferred to Rome, February 23rd 1882, where he was Acting Chargé d'Affaires from September 1st to October 1882; and from July 16th to December 22nd, 1883. Was promoted to be Minister Resident and Consul-General at Santiago, February 17th 1885.

THE returns of the number of visitors to the City Hall Museum for the week ending April 22nd, are:—Europeans 168, Chinese 1,745; total, 1,913.

THE area of dry land in Holland is a million acres greater now than it was in the sixteenth century, thanks to the energetic works of reclamation which have long been proceeding.

WE are informed by the General Managers (Messrs. Jardine, Matheson & Co.) that the Indo-China Steam Navigation Co.'s steamer *Taiyang*, from Calcutta, left Singapore yesterday for this port.

A VICTORIAN judge with solemn naïveté enquired the other day what a "long beer" meant. It was a fearfully hot day, and yet nobody in court had the decency to ask his Honour to go out and "refresh."

No death from small-pox occurred during the week ending 7th inst.; the Government *Gazette* reports two deaths on the 1st, and 26th of March respectively. Up to the 14th inst. one death occurred in the Foreign community.

THERE will be marching and carbine drills for Volunteer Recruits on Tuesday, Wednesday, Thursday and Friday, at Head Quarters, at 5.30 p.m. Members who have not yet sent in their carbines, &c. are requested to do so at once.

THE Shanghai *Mercury* informs us that the Italian Consul has advised shippers of goods from Chinese ports to Italy via France to provide their shipments with certificates of origin, to avoid paying the high duties now in force between Italy and France.Two Firemen of the steamer *Changsha* were to-day charged by George Brown, chief engineer, with fighting and creating a disturbance in that vessel on the 4th inst. on the "high seas" and during her passage from Australia to this port. According to complainant's account the two men engaged in a formidable battle with tomahawks and crowbars, but do not appear to have suffered much from the encounter. Defendants admitted the charges, on which Mr. Wodehouse fined the 1st culprit \$10, or 21 days imprisonment and the 2nd \$5, or 14 days.

A COMMUNICATION from the Government of Queensland to the Admiralty states that the natives of Stephen Island, on the eastern side of Great North-East Channel, Torres Strait, who were formerly very ferocious and hostile, are now thoroughly quiet; they are supplied by the Government of Queensland with a boat, and are prepared to render assistance to any passing vessel requiring their services that will hoist a flag at the mast-head. Yams, sweet potatoes, and coconuts can be obtained from these natives. There is good anchorage with south-easterly winds off the north-western end of the reef surrounding Stephen's Islands. At Murray Islands a mission station is established, where shipwrecked crews will be kindly treated, and taken to Thursday Island. At Darnley Island complete confidence can now be placed in the natives.

THE International Council of Women held in Washington last month was the first gathering of its sort ever held. Of notable Englishwomen there were present Helen Taylor, the step-daughter of John Stuart Mill, who has served on the London School Board and has made some valuable contributions to the literature of social and political economy; Mrs. Millicent Fawcett, the widow of the blind Postmaster-General, to whose influence was largely owing the extensive employment of women in the English post offices, and whose volumes on political economy contain much that is worth reading; Mrs. Dilke, the owner of the *Deephall* newspaper and a well-known lecturer; and Henrietta Mullen, a Girton girl, and now on the London School Board; Mme. Bagelot of Paris stands for the prison work, and Italy, Denmark, Sweden and Germany sent representatives. The Collegiate Alumnae, the Unitarian Women's Conference and other organizations of women also had delegates. The Red Cross was represented by Clara Barton, the temperance movement by Miss Frances Willard, the Women's National Press Association by Mrs. Marion McBride of the Boston *Post*. Mrs. Julia Ward Howe, Mrs. Lucy Stone, Miss Lillie Devereux Blake, with other prominent leaders of the woman suffrage movement, were expected. Miss Grace H. Dodge of the New York School Board was expected to speak on manual training. The affair promised to be a noteworthy gathering, representing the progress of women along many lines.A CORRESPONDENT (F.W.S.) writing to us on Saturday last draws attention to what he calls "a remarkable but not an honourable distinction" in the difference between the Lighthouses on the Chinese coast, organized and kept in working order and efficiency by the Chinese authorities, and those on the headlands and promontories of Hongkong worked under British domination and intelligence. "As far as my knowledge goes," remarks our correspondent, "which is confirmed by the official list of lighthouses on the Chinese coast, issued by the statistical department of the Imperial Maritime Customs, all the Chinese Lighthouses are provided with a set of good fog signals except those under the care of the Hongkong Government. A gong, a gun, or some other fog signal on Green Island would have prevented the steamer *Ashington* from running on the rocks on the morning of 21st inst. while passing through the Sulphur Channel, and I could mention other vessels which have had narrow escapes in passing through the Ly-e-moon narrows, for similar lack of the common and highly necessary fog signals which are to be found in nearly all other parts of the world. It is a shame and a disgrace to Hongkong that its Lighthouses should at this date be found without the means of making the usual fog signals to approaching vessels, and thus have to rank second to those of our Chinese neighbours." We append in another column one of several letters we have received on this highly important subject which, with many others, appears to have been entirely overlooked and forgotten by the late rulers and councillors of the "model Colony."THE *North China Daily News* informs us that two old steamers of the Nippon Yusen Kaisha, once well known in Shanghai, the *Bauri Maru*, formerly the *Dumbarston*, and the *Genkai Maru*, formerly the *Costa Rica*, have been sold in Yokohama to be broken up. A third vessel, the *Yoshitune Maru*, is to share their fate.

THE Police Sports were concluded this afternoon on the Parade Ground. The following tug-of-war were pulled: 1st, Chinese Water Police against the Commissariat, the former winning easily. 2nd, Land Police against a scratch team; the Land Police winning. 3rd, Indian Police versus Gun Lascars, the former winning after a hard tussle. 4th, European Police v. the Military; the police winning. 5th, Army v. Navy; navy beating.

THE enormous sum of money which James Lick, the American speculator and hotel owner, left for the construction of an observatory in San Francisco, where he had made the whole or greater part of his fortune, appears to be running a great risk of being spent to no great effective purpose. The first radical defect in the building of the observatory, says a correspondent, was the selection of the men who designed and superintended the building. The president of the "Lick trust" nominated and appointed himself and a friend, neither of whom had had any experience in such works. Neither of them knew hardly anything of astronomy, and the first unfortunate result was a long delay in commencing work. Junketing trips were made to Europe to inspect astronomical contrivances there, although the two men were quite incompetent to judge of the instruments they saw. After three years spent in this way, the two friends at last acquired some little amateur knowledge of what was wanted. Then they began their career of blunders, the first being in the erection of the pier on which the great telescope was to rest, as they omitted to take advantage of the presence of solid rock at hand close by. The enormous telescope standing now on a hollow pier of artificial construction is shaken so much by the least motion that a star point becomes a mass of blurred lights. Another mistake was the movable floor of the observatory which can only be done—by hydraulic pressure—in 55 minutes instead of 5 seconds. This rising and falling floor was a feature on which the directors had taken especial pride, but a late survey has condemned the whole apparatus as well as the pier above mentioned. Such changes will then necessitate the lowering of the great dome, which has had a great deal of money wasted on it in ornamental work. This dome was made to revolve in a kind of water-tough, and during the last winter the cold was so intense that the water froze, and nothing could be done till boiling water had been poured in. Glycerine had been advised at first but steadily rejected. James Lick left originally \$700,000 in gold for the construction of the observatory, which it is alleged, will all be spent long before the apparatus is in working order.

At the Supreme Court in Criminal Sessions, this morning, Mr. J. Russell, Acting Chief Justice passed sentence on the following prisoners who were convicted during the April sessions. Mak Alin and Li Ahing, for escaping from the chain-gang, while undergoing their respective terms of imprisonment on previous convictions—to undergo a further term of nine months incarceration with hard labour at the expiration of their allotted terms. Wong Aft, the third prisoner convicted of a similar offence, was in hospital, and sentence was deferred.—Wong Alam, the gold-nugget man, was sentenced to nine months imprisonment.—Wong Atak, for trading in the same line of trick, and for having a cloudy record against him in the annals of the Supreme Court, was relegated to Victoria Gaol for two years, where it is to be presumed the gold finder will have ample opportunity of instituting enquiries into the secrets of alchemy and the philosopher's stone.—Li Aching and Lam Ang, for burglary, were sentenced to five years, and three months imprisonment respectively.—One of the chain-gang run-aways, on being asked what he had to say why sentence should not be passed on him, harangued the Court in a long drawn speech wherein he charged the Gaol authorities with supplying him with insufficient food; he had had no pork for so many days; it was always congee, and salt fish; this state of things had preyed on his mind, and as he dreaded being afflicted with *pyæmia*, or some other complaint originated from poverty of blood, he came to the conclusion that he had better show a pair of heels to his watchful custodians on the first available opportunity. He hoped the Court would acknowledge the wisdom of his deed, and send him to some other restaurant to complete his term of imprisonment, better organised than the Queen's Hotel. His lordship gave the haranguing one to understand that he was glad to hear the gaol treatment was found to be uncomfortable to the inmates; that he hoped the prisoners within its walls would derive more advantage from a deficiency than from a superabundance of food; and that so long as crime lingers on earth, and prisoners run away from their custodians, the Gaol authorities will simply be doing their duty to make the gaol birds as uncomfortable as possible while they are expiating their evil deeds. The chain-gang speaker at last assented with his lordship, and was marched out to his old nest.

OUR MACAO LETTER.

MACAO, April 21st, 1888.

Since my last very few occurrences have cropped up in this everlastingly dull place. A Government Council was held last Wednesday to discuss several questions connected with our finances, but as all such meetings are held with closed doors, I have not been able to obtain any reliable information. We shall probably have to wait for the millennium before we enjoy the privilege of publicity in the meetings of our local State councillors.

The Macao contingent of Police arrived here on Wednesday last, and are now partly quartered at the Barra barracks, partly at St. Domingos.

The Government received a telegram from the Governor of Timor, via Sourabaya, requesting one of the Australian line of steamers to call at Dilly on her inward trip, or on about the 5th May, so as to convey to your port Senhor da Costa and family. Our Treasury will of course have to defray the cost of the return trip of their Excellencies from their highly important and necessary diplomatic and administrative tour.

A good many lawsuits are being instituted here by the popular Board of Treasury against all persons whose taxes have been in arrears. We are thus, one and all, called upon to fill in the gap produced by the deficit lately discovered.

